

US 2: Everett Port/Naval Station to SR 9 Corridor Planning Study

Corridor Working Group Meeting #1

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Everett Station
December 9, 2009

US 2: Everett Port/Naval Station to SR 9 Corridor Planning Study Background

Funding Partners

WSDOT:	\$400,000
Snohomish County:	\$200,000
City of Everett:	<u>\$200,000</u>
	\$800,000

Authorized State funding: [SB 5352 - 2009-10](#)

Corridor Working Group Members

WSDOT
Snohomish County
City of Everett
City of Snohomish
City of Marysville
City of Lake Stevens
Community Transit
Puget Sound Regional Council



Major Study Assumptions

The study will provide a list of prioritized low, medium and high cost conceptual improvements that fit into the long range vision of the corridor.

We will identify major environmental conditions as “Red Flag” issues that will need further analysis in future phases of project development.

We will use the 2040 PSRC Forecast Model to determine future demand for the corridor.

Moving Washington

A three-part strategy to address congestion

Improving the performance of our state's transportation corridors by:



Adding Capacity Strategically

Adding new capacity to our currently over-stressed transportation system is a critical component of *Moving Washington*.



Operating Roadways Efficiently

Recognizing that we cannot build our way out of congestion, *Moving Washington* seeks to get better performance out of the system we have.



Managing Demand

Providing more travel choices and options for people and freight helps improve the efficiency and effectiveness of our transportation system.

Highlights from Agency One-on-One Meetings

Congestion on US 2 Trestle, especially westbound in the morning

US 2 connection to Everett and I-5 very important

Transit/HOV needs be part of the solution
(20th Street SE connection to US 2 is a transit/HOV priority corridor)



Increased residential and commercial growth in cities of
Everett, Lake Stevens, Marysville, and Snohomish

Stakeholders must work together to prioritize projects and
secure federal and state funding


Tolling should be considered to help fund long term options

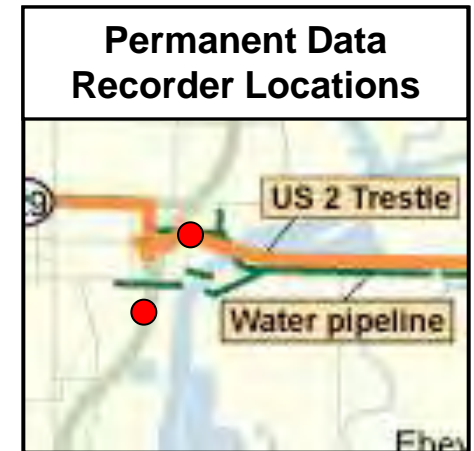
2005 - 2008 US 2 & I-5 Screenlines

Annual Average Daily Traffic

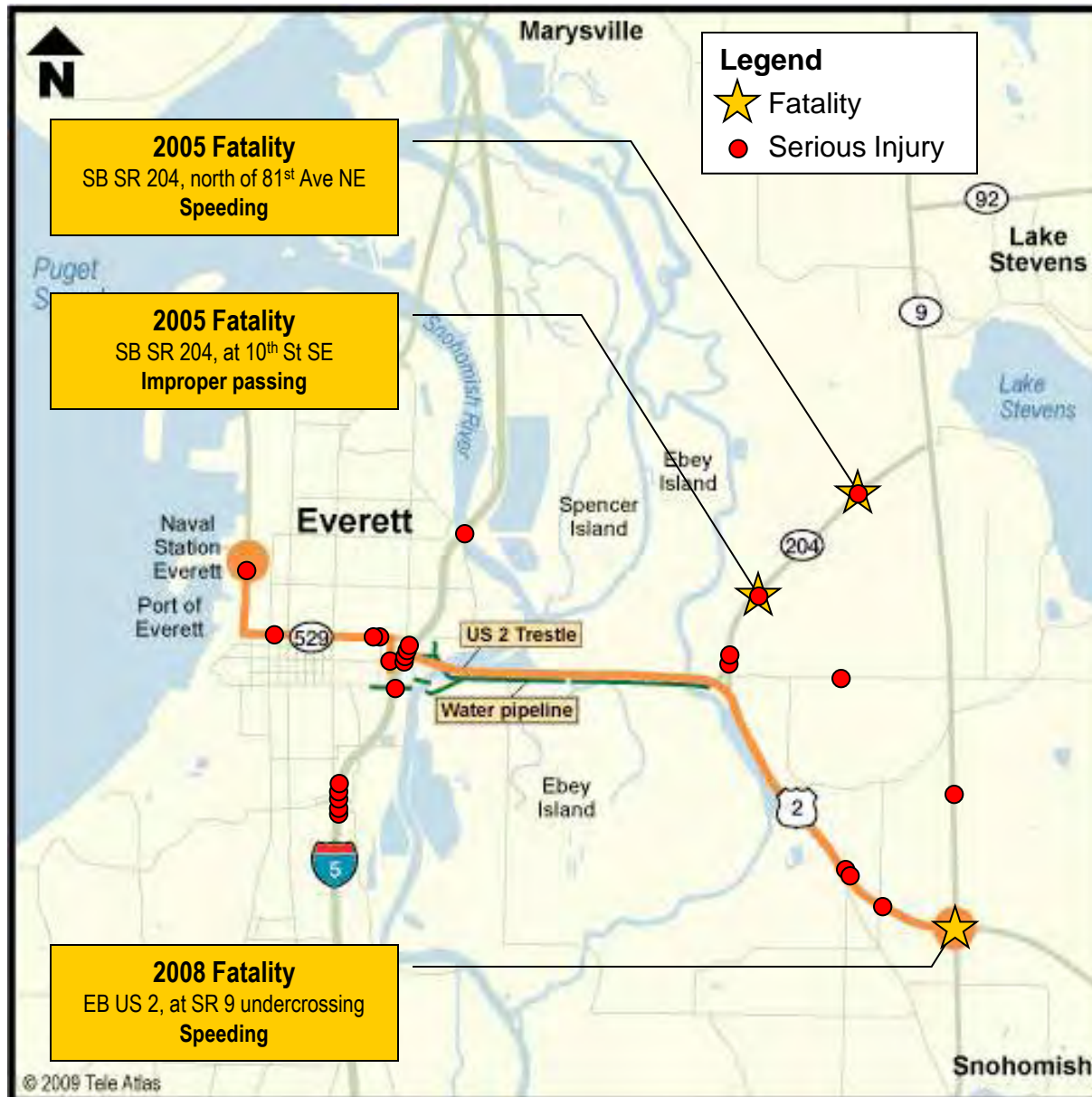
- US 2: 67,500  3.1% (2005 – 2008)
- I-5: 157,000  2.8% (2005 – 2008)

Average Peak Hour Volumes

- US 2 : 5,800  1.4% (2005 – 2008)
- I-5 : 11,800 (2005) (2008 data not available due to construction)



2005 – 2008 Fatalities & Serious Injuries



Washington State's Strategic Safety Plan: Target Zero

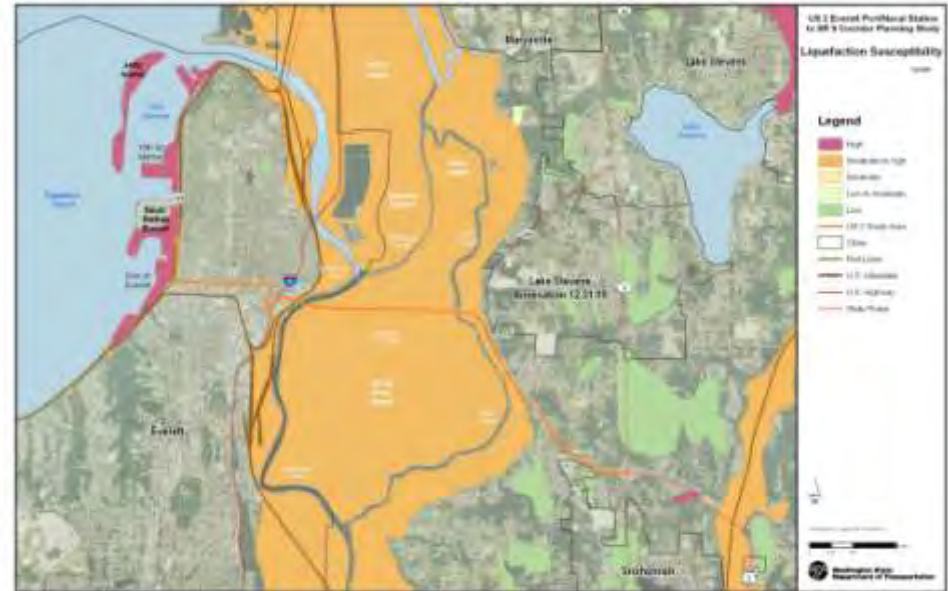
"Zero fatalities and disabling injuries by 2030"

US 2 Serious Injuries:

- WB off-ramp to NB I-5
- Speeding, hit guardrail (06)
- EB @ Bickford Avenue
- Did not grant ROW (06)
- Hit tree or stump (07)
- EB, 87th Ave overpass
- Over centerline (07)

Environmental “Red Flags”

Liquefaction Susceptibility:
The US 2 Trestle is located in moderate to high level of liquefiable soil.



Flood Plain:
The US 2 Trestle crosses a designated 100 year flood plain.



Public Outreach Strategy

Agency/Stakeholder Interviews
Letters to Legislators and Tribes
Project Website
Briefings/Presentations
Folios and Handouts
Participate in public events
Other suggestions?

Preliminary Study Timeline For CWG Meetings

P U B L I C	Meeting #1 Dec 9, 2009	CWG Kickoff Charter Vision & Goals Statement
	Meeting #2 Feb/March 2010	Identify Screening Criteria and Evaluation Methodology Results from 2040 Forecast Model (WSDOT to complete) Identify Options for Simulation Modeling
O U T R E A C H	Meeting #3 May 2010	Simulation Model Results (Fehr & Peers Consulting to complete) Screening Results
	Meeting #4 July 2010	Develop Preliminary List of Low, Medium and High Cost Recommendations
	Meeting #5 October 2010	Finalize List of Low, Medium and High Cost Recommendations
↓	Early 2011	Final report for agency review

Related Projects and Corridor Studies

Related Projects:

Trestle Repair Projects

(Phase 1 completed 2007, Phase 2 in 2011)

I-5 Everett HOV Project

(completed Summer 2008, \$263M)

20th Street SE

(Phase 1 under construction, \$26.5M)

US 2 Bickford Overcrossing

(In Design, \$2.1M)

SR 9 Lake Stevens to 20th Street SE

(Construction completed Summer 2011, \$14.5M)

US 2 Safety Corridor Projects

(Some projects currently under construction, \$7.1M)

Related Studies:

SR 2 Feasibility Study

(completed in 2006)

US 2 Safety Corridor Study

(completed in November 2007, \$1.3M)

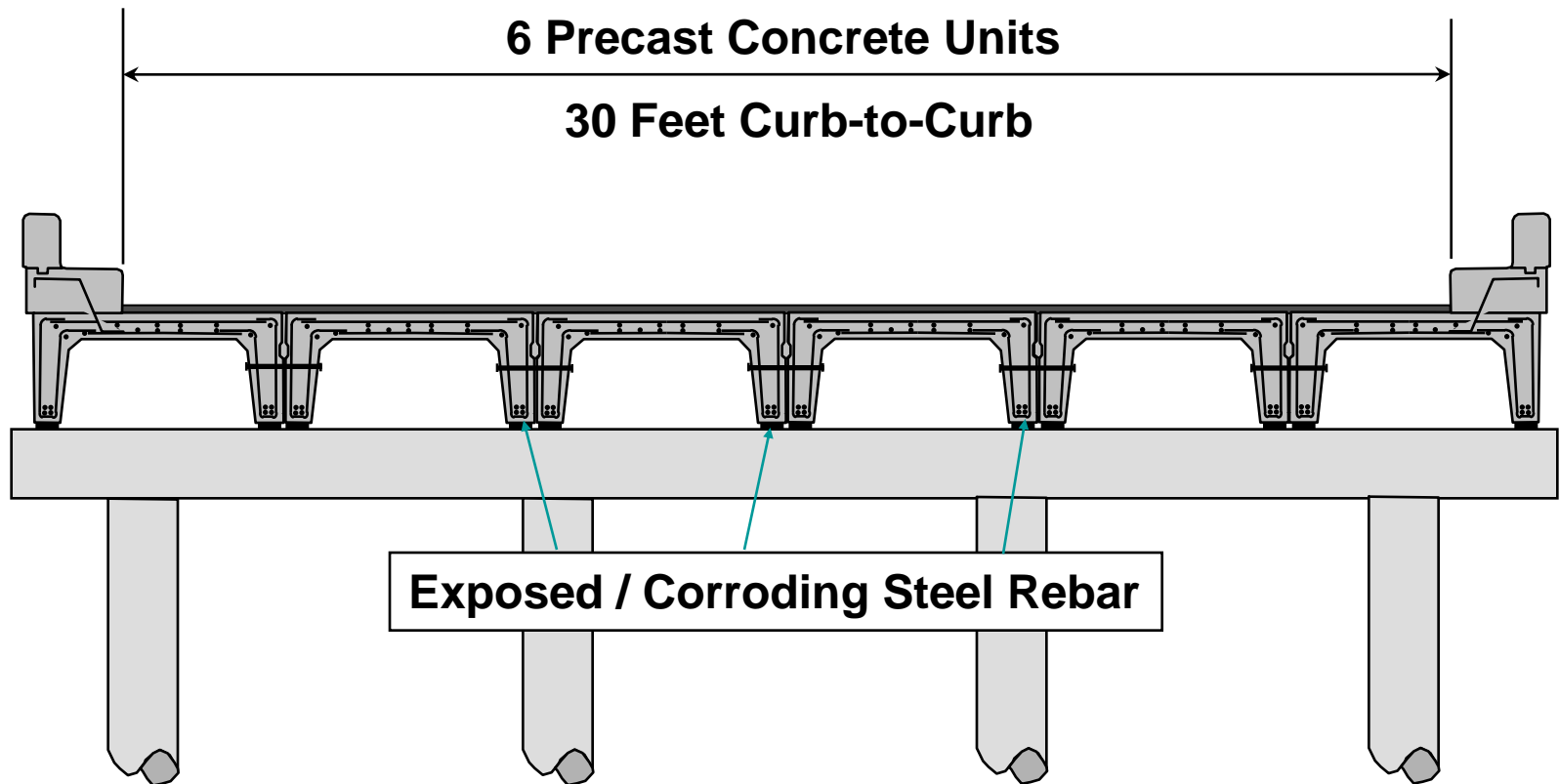
SR 9 Route Development Plan

(completed Spring 2010, \$1.5M)

SR 9 - Snohomish River Bridge Crossing Environmental Assessment



US 2 Westbound Ebey Island Viaduct (Everett)



Typical Cross Section
Constructed in 1968

US 2 Westbound Trestle Rehab Projects

Phase 1: Westbound US 2 Trestle Rehab Project between SR 204 and 50th Ave NE.

\$10.8 M: Completed in Sept 2007

Phase 2: Westbound US 2 Ebey Island Viaduct and Ebey Slough Bridge between 43rd Avenue SE and 50th Avenue SE.

Phase 2: \$26.7 M – Spring 2011

Repair work to the nearly 40 year old structure involves removing corrosion from the steel frame, and reinforcing the girders on the underside of the Trestle. **This project will add approximately 20 – 25 years of life to the structure.**



Snohomish County, 2006

SR 2 Feasibility Study Highlights

Focused on short-term, low cost improvements for the east end of the westbound trestle and long-term options to divert traffic away from US 2 and I-5. The study recommended further study of:

Signal at SR 204/20th Street Westbound (short term)

Provide 2-way traffic on Ebey Island/20th Street (short term)

Hewitt/Ebey Island/20th Street Arterial Route (long-term)

Questions/Comments?

Freight

- Main generators:
 - Boeing Company
 - Naval Station Everett
 - Port of Everett
 - Fluke Electronics
 - Kimberly-Clark
- Industrial base has grown around key transportation infrastructure in Everett:
 - Burlington Northern Santa Fe
 - Port of Everett
 - I-5 & US 2

Snohomish County Employment Overview

Three industry clusters:

Aerospace

Life Sciences (Biotech and Medical Devices)

Technology Manufacturing.

Snohomish County is home to approximately 25% of all biotech and biomedical companies in the state.

Employment forecast for 2025 is 358,355 jobs, an increase from the 2000 employment estimate of 127,917 jobs

Five Largest Private Employers:

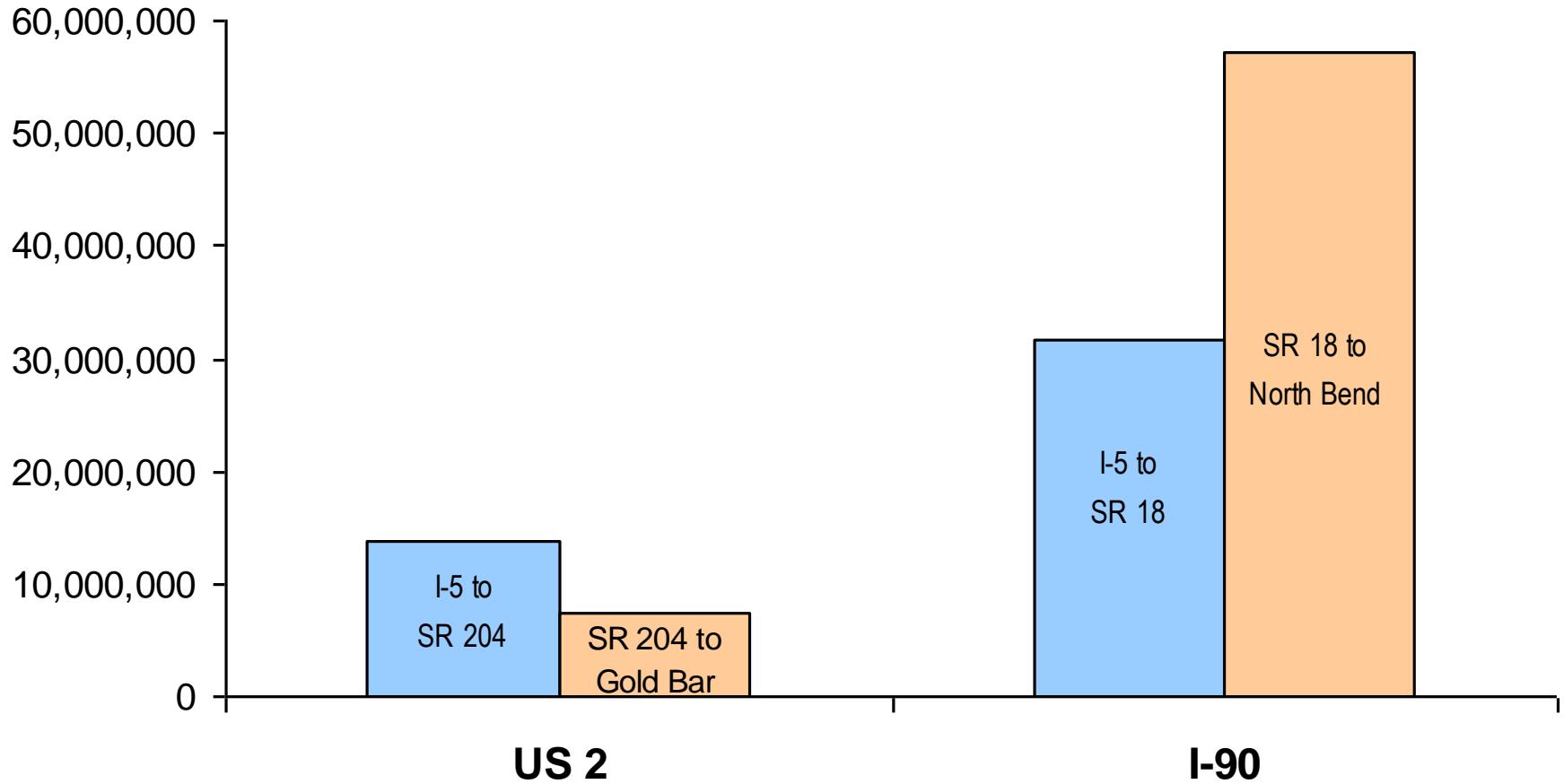
- Boeing Company (35,000)
- Providence Regional Medical Center (3,220)
- Zumiez (1,500)
- Verizon Northwest (1,500)
- Aviation Technical Services (1,400)

Five Largest Public Employers:

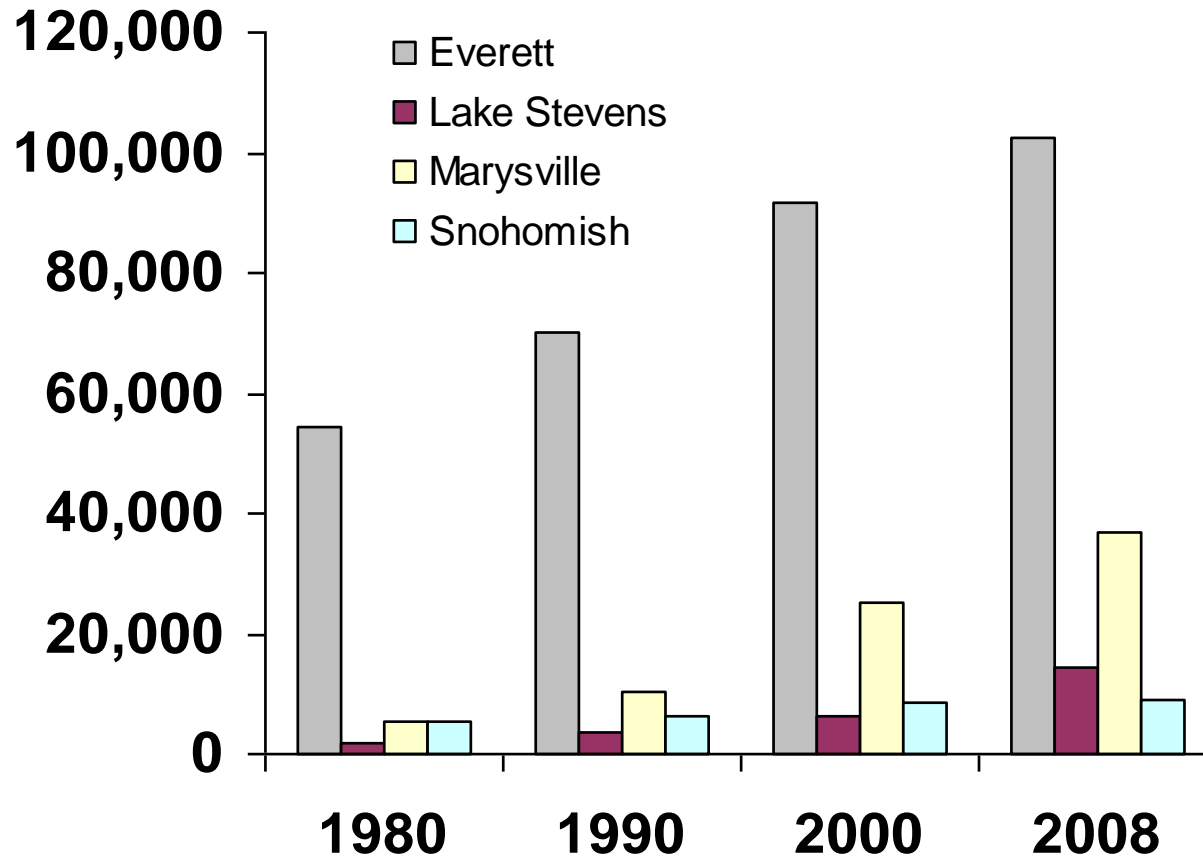
- Naval Station Everett (6,000)
- State of Washington (3,000)
- Snohomish County (2,700)
- Everett School District (1,770)
- City of Everett (1,200)

Source: 2008 Snohomish County Business Journal

US 2 and I-90 Freight Annual Gross Tons



Population Growth 1980 - 2008



Construction Projects within Study Area

US 2 - Trestle Rehab – Stage 1 (completed 2007)

US 2 - Trestle Rehab – Stage 2 (starts 2011)

US 2 - Safety Corridor Projects (Some projects under construction, \$7.1M)

US 2 - Bickford Overcrossing (In Design, \$2.1M)

I-5 - Everett HOV and Widening Project (Nickel/TPA - completed Summer 2008, \$263M)

I-5 - Seismic Retrofit (complete 2010)

I-5 - Marysville to Stillaguamish River Median Barrier (ARRA/TPA – complete 2010)

SR 9 - 108th Street/Lauck Road (Nickel – completed 2008)

SR 9 - 176th St to Marsh Rd Widening (Nickel/TPA – completed 2009)

SR 9 - Lundeen Parkway to SR 92 (TPA – starts 2010)

SR 9 - Lake Stevens to 20th Street SE (Construction complete Summer 2011, \$14.5M)

SR 529 - Snohomish River Bridge repair (completed 2006)

SR 529 - Ebey Slough Bridge replacement (TPA – starts 2010)

20th Street SE (Phase 1 under construction, \$???)

US 2 and I-90 Freight Tonnage

- US 2
 - I-5 to SR 204: 13.8 million tons/year
 - SR 204 to Gold Bar: 7.5 million tons/year
- I-90
 - I-5 to SR 18: 31.6 million tons/year
 - SR 18 to North Bend: 57.1 tons/year
- West end of both routes are classified as “T-1” (more than 10 million tons/year)

US 2 Bickford Ave Intersection Safety Improvement

Construct a new overcrossing from Bickford Ave to westbound US 2.

Design: Complete in December 2011

Construction: April 2012 **if funding is secured**



Reduction of Greenhouse Gas & Vehicle Miles Traveled RCW's

- Executive Orders spell out statewide goals:
 - [07-02](#): Reduce emissions (50% by 2050)*
 - [09-05](#): Analyze VMT and work w/RPO to determine best approach
- RCWs spell out statewide requirements:
 - [70.235.020](#): Reduce GHG (50% by 2050)*
 - [47.01.440](#): Reduce VMT (50% by 2050)*
- No current requirements on corridor studies or unfunded improvements
- Future requirements are anticipated
- Would serve study to qualitatively analyze to extent possible given study restraints

*below 1990 levels